THE AUTUMN HAT.

WARNOCK & Co. Invite Gentlemen to their exhibition of FALL AND WINTER HATS, designed respectively for the AGED, the MODERATE and the FARMONABLE, and Enland in a manner worthy of their repula-

The Young Gentleman's Dress Har is peculiarly adapted and

Charmingly attractive.

SOFT FALT AND STORM HATS AND CAPS, Convenient for the pocket, of varied putterns, suitable for travel tog, sporting, evening wear and reiny weather.

Wannoth & Co., Hatters,
No. 819 Broadway, St. Nicholas Hotel,

FALL AND WINTER. CLOTHING

MEN AND BOYS.

Uncorposed in quality,

Unequalled in manufacture, And milformity in prices

No. 441 Broadway (Between Canal and Granders.,) Tavile special attention to their present assertment of FASHIONABLE CLOTHIAG

Unusual pains have this season been taken to present to their friends and patrons such styles as would be most approved, and they trust that they have not been unassessful in their en-

they flatter themselves that they have attained a standard not herotofore approached by any other house, and in all styles of goods they confidently challenge comperison

IN THE CUSTOM DEPARTMENT. First-class Cutters are employed, nuc a large assortment of COATINGS, CASSIMERES and VESTings may be found, which will be made to order at unusually

ALFRED MURROR, WM. D. ARBATY, M. G. RATHBUN.

THE FALL HAT .- There is an exciting demand at present for Kox's Fall. Har, and the rush for it is only equaled by that of the novel readers in their purcuit of the latest sensation story. In fact, the Kox Har is a sensation Har, its beauty, style, durability and cheapness exciting the Evellest admiration on the part of all sentences of taxts and referencest. Call carry as his establishment, No. 212 Broadway, and make a purchase, or else you're doomed to disappointment.

FALL CLOTHING AT EVANS'

Nos. 66 and 63 Fulton at.

OUR UNRIVALED ASSORTMENT CHANDRETERS and GAS FIXTURES

i trade is now opening, and will be sold AT PRICES that DETY COMPETITION. E. V. Haughwout & Co., Corner of Broadway and Brooms-s FAIRBANKS' SCALES-THE LEGAL STANDARD.

More than 100 different modifications are now made, suited be wante of
RAILROAD COMPANIES, COAL DEALERS,
MERCHANTS, MANUSACTURERS,
And all others who require a
DURABLE AND ACCURATE SCALE.
FAIRDANKS & CO., No. 139 Broadway.

GOLD WATCHES, GOLD WATCHES, For Ladies and Gentlemen, warranted accurate time-keepers for sale at 30 per cent below retail store prices. D. C. Pracock, Importer, represented by Davis Rait, No. 405 Broadway, upstairs.

BUY THE BEST !!! CHILSON'S CONE FURNACE,
CHILSON'S GOLD MEDAL FURNACE,
CHILSON'S GOS CONSENING FURNACE,
CHILSON'S GOS CONSENING FURNACE,
Made and sold by
No. 399 Brostwart, Heode & Co.,
No. 399 Brostwart, corner of Waiter-st.

FRENCH TRAVELING BAGS And Lagies and Gentlemen's Totler Cases, Of new and unique designs. E. V. Hausiwout & Co., Corner of Broadway and Broome siz.

FALL AND WINTER BOOTS,-WATKINS, No. 114 Folton et., invites attention to his superior stock of Gentlemen's and Boys' custom made Boors, suitable for the present and coming seasons. They are durable and handsome, and offered

QAUTIER'S CELEBRATED CRUCIBLES,

GAUTIER'S CARBURET OF IRON, .

The best Stove Polish made. Can be used on a hot Stove

MANY, BALDWIN & MANY,

CARPETING-FALL IMPORTATIONS .- An Ex-

STEARNS & MARVIN'S Wilder Patent

FIRE - PROOF SAFES.

SEVENTEEN YEARS IN USE AND HAVE NEVER FAILED.

No. 40 Marray-t., New York.

STRARNS & MARVIN, No. 57 Gravier st., New Orlea
(No. 29 North Main st., St. Low

Great Reduction in the prices of Silk Twist,

LADD, WEBSTER & Co., (Late Hunt, Webster & Co.,)
LIGHT STITCH SEWING MACHINE,
or ell manufacturing purposes and family use, are preferrable
any other Machine. No. 469 Broadway.

THE GROVER & BAKER SEWING MACHINE One makes the SHUTTLE OR LOCK STITCH-a stitch

well adapted for sewing goods that are not to be washed and freeed; the other is a new Machine, making the celebrated GROVER & BAKER STITCH, or the Lock Statch that is Locked.

This Machine is a great improvement upon all previous Ma-chines for family sewing. SEND FOR A CIRCULAR.

"We prefer them for family use." [N. Y. Tribune. WHERLER & WILSON'S SEWING MACHINES—A VALUABLE IMPROVEMENT.—A new Tension and a Hemmer that turns heme of any width without previous basting. Office No. 343 Broadway, N. Y.

Diagram of the Lock Stitch.

00000000000

f. This is the only Stitch that cannot be raveled and that pressent the same appearance upon each side of the seam. It is under with two threads, one upon each side of the fabric, and inter-locked in the center of it.

HERRON SEWING-MACHINE COMPANY'S NEW PATENT SEWING MACHINES only \$25, and acknowledged to be equal, if not superior, to the highest-priced Machines in espacity and durability. No. 447 Broadway.

BARRY'S TRICOPHEROUS Is the Best and Cheapest Article for Dressing,
Beautifying, Cleansing, Corling,
Preserving and Restoring the Hair.
Lodies, try it. For sale by all Druggists and Perfumers.

HERNIA cured by MARSH'S RADICAL CURE

TRUSS.—Reference to all the principal Surgeons and Physicians of this city. Call and examine before purchasing elsewhere. Also, ELASTIC STOCKINGS, SHOULDER BRACES, SUFFORTERS, &c. Office No. 2 Vesey st., Asiar House. WIGS \$8, TOUTEES \$5 AT CAMERON'S Manu-

BATCHELOR'S HAIR DYE-WIGS AND TOUPEES argest stock in the world.—This occurred establishment is a 20 Broadway. Twelve private rooms expressly for the come of his famous HAIR DYE, the best extant. BATCHE dication of his famous HAIR DVE, the best extant. BATCHE-a's Wies and Tourne's have improvements over all others; is the only place where these things are properly understood

COMET COMES AND DISAPPEARS. The Mannetic Salve emiles on the sick times him, heads bins, and remains to comfort him. For sice by Dr. S. R. Switzi, Ro. 322 Cambet, near Church, and by Dungdets; also at Govern's Stationer, Tribune Building.

HOLLOWAY'S OINTMENT AND PRINK -After all other applications fail, Holloway's CONTRENT is guaranteed to lead as ulcerated by or any runting some without pain or danger. In dyspersia the Pills are a positive specific.

«LADRES" AND CHILDREN'S SHOES.—Mr. J. R. MILLER LINE WAS SUPPRIESTED to durability, excellence of material and beauty of share, in w. i. in he invites the attention of all these who can appreciate the merits of a mod article, even o can appreciate the merits of a brophister of that a low price. Mr. Mallan is the proprietor of that a low price Store, No. 335 Bowery. Ladies

New-Pork Daily Tribune.

THURSDAY, SEPTEMBER 30, 1858.

notice can be taken of amonymous Communications. What-ever is intended for insertion must be authenticated by the mane and address of the writer—not necessarily for publica-tion, but as guaranty for big good faith: e cannot undertake to return rejected Communications, sinces letters for THE TRIBUNE Office should in all cases be addressed to Horace GREELEV & Co. TO CORRESPONDENTS.

THE TRIBUNE MERCANTILE ADVERTISER.

We propose to issue on the 1st day of October next the second number of THE TRIBUNE MER-CANTILE ADVERTISER. It will be issued monthly hereafter, and devoted exclusively to the interests and uses of the Mercantile Public, on the following plan:

I. It will contain full reports of the Markets, with such other Commercial and Money Intelligence as shall be deemed of special interest to Merchants.

II. It will be sent without charge by mail, postage prepaid, to 50,000 Country Merchants who buy goods in New-York, Philadelphia, Baltimore, or Boston. The names will be selected by Messrs, McKillop & Wood from those recorded on the books of their Commercial Agency, and they guarantee that not less than 50,000 shall be sent, this being the full number of Country Merchants that they consider it desirable thus

III. The total expense will be defrayed by Mercan tile Advertising, for which One Dollar per line will be charged. Those who require their advertisements to be displayed will make special bargains therefor.

It is believed that no equal opportunity for addressing Country Merchants was ever offered in the United States, even at double or treble the cost of this. This sheet is intended for Merchants alone, and will contain no other matter than such as is adapted to their wants. We have every facility for making a Mercantile Advertiser that will deserve the approbation of Merchants, and we respectfully invite their cooperation. Advertisements received at THE TRIBUNE Office. If by letter, address HORACE GREELEY & Co., New-York, Sept. 24, 1858. No. 154 Nassan

Advertisements

Intended for THE TRIBUNE MERCANTILE AD-VERTISER, which will be issued to-morrow, must be handed in TO-DAY.

We give, this morning, very full details of the dreadful disaster to the steamer Austria. Our accounts are from the lips of the few survivors who have reached this country. Their stories are painfully interesting, and furnish a vivid picture of the terrible scenes through which they passed. All accounts as to the origin of the fire agree completely. It was the result of unwarrantable carclessness; yet the fearful consequences might have been avoided, or at least greatly mitigated, if the captain and crew of the steamer had been equal to the emergency. Instead of order, discipline, and a prompt attempt to extinguish the fire, there was a rush for the boats, the captain apparently leading the deserters, and exclaiming, "We are lost!" In a moment he had disappeared, drowned, undoubtedly, and while engaged in lowering a boat, let us hope for the purpose of saving his passengers. A large number of the ship's men were suffocated below, which may in some degree account for the inefficiency upon the decks. It may seem harsh to speak thus of those who can never answer for themselves; but the general opinion of those who escaped is that gross inefficiency, to say the least, ruled in that terrible hour. Some of those who were rescued were very seriously burned, and no doubt a few have died from their injuries. There seems to be a faint hope that one of the boats, which was seen at sunset far astern of the been picked up by the bark which was cruising off the wreck the next morning, but nothing certain, not even the destination of the bark, is yet known. The whole number known to be saved is 67; of these, 55 were taken to the Azores by the Maurice, 10 arrived here vesterday in the Prince Albert, and 2 went from Halifax to Boston.

Fourteen tribes or bands of Indians have declared war against Texas.

Col. Forney publishes in this morning's Press an address in reply to the comments made by Administration journals upon his Tarrytown speech. If we may judge from our telegraphic abstract, the letter is unusually able, as well as unusually long, and will tell strongly upon the result of the approaching election in Pennsylvania, at which Col. Forney predicts that the Administration will be defeated.

The steamship Arabia arrived here yesterday evening, with news from Europe to the 18th inst., three days later than that brought by the City of Washington. There is no positive information respecting the difficulty with the Atlantic Telegraph. but recent experiments confirm the impression that the Cable is fractured at the distance of 200 or 300 miles from the shore, probably at or beyond a point where the water suddenly becomes very deep. Should this prove the case, there is little doubt that no repairs can be made. We copy an interesting letter from Valentia which throws more light upon the history of the Cable since it was laid, than anything heretofore published. Telegraph shares had experienced a decided fall. It is again reported that the Prussian Chambers are soon to be convoked and the Regency of the Prince to be declared, there being no hope of the King's recovery. The excitement among the Mussulmans in Turkey is increasing, and enormous sums have been spent in the purchase of weapons. The St. Petersburg journals give the particulars of a defeat of Schamyl in the Caucasus, Consols closed at 974 to 971. Cotton has ad-

vanced. The Breadstuffs market was quiet.

The new English Council for India is fairly in operation. The nomination of members made by the Government is much approved, and this part of the Council is said to be far superior in reputation and abilities to the portion furnished by the East India Company. The new Council has taken up its quarters in Leadenhall street, which has thus become once more, what it had ceased to be since HERRING'S PATENT CHAMPION FIRE and BERG-LIE-PROOF SAFES, No. 20 Broadway, corner Hurry et., op-posite City Hall, Now York.

has been divided into three Committes-one for political and military affairs, another for finance, home affairs and public works, the third financial, judicial and legislative. Of these, the first is altogether the most important; and out of the five members of which it is composed, four are taken from the section of the Council nominated by the Crown. The elective members are distributed principally on the two other Committees, the subjects committed to which, important as they are, must be chiefly dealt with by the local Government. It remains to be seen to what extent, if any, this new broom will sweep cleaner than the old one.

THE LATEST NEWS. RECEIVED BY MAGNETIC TELEGRAPH.

From Washington.

SPECIAL DISPATCH TO THE N. T. TRIBUNE. a Special Correspondent.

WASHINTON, Wednesday, Sept. 29, 1858. The impression here is that the investigations in respect to alleged practices of corruption in the

New-York Custom House will end in smoke. The names of the Douglas Postmasters in Illinois who have recently been beheaded, are still kept in the dark.

Mr. Pritchet of the Indian Bureau, has just returned from a mission to the Decotah. He represents that all the tribes are in a restless condi-

Reliable advices from Constantinople state that the Capudan Pasha had requested the Porte to write a particular letter of thanks to the American Government for its kindness to Mohammed Pasha, and for its offers of assistance in contracting for the construction of a ship-of-war. &c.

Letters from Illinois assure Judge Donglas's friends here of the certainty of his success. The Times report of a treaty between England

and Nicaragua is not credited here. The Secretary of the Interior cannot but be gratified that the spleculating claimants to town sites upon public lands through a simulated or bogus occupancy, still agitate concerning his recent decision against them. Won't they bring the matter before

To the Associated Press.

WASHINGTON, Wednesday, Sept. 29, 1858.

Patents have been issued to Owen G. Warren and Samuel Samnels, both of New-York, each for an improvement in the method of laying Submarine Telegraph Cables. The patent has been reissued for House's Improvement of a Magnetic Printing Telegraph.

The Atlantic Telegraph. The following dispatches have been received by

the Honorary Directors of the Atlantic Telegraph Company in this city: To PETER COOPER (for the Directors), New-York.

CYRUS STATION, Trinity Bay, Sept. 28, 1858. Nothing was done yesterday with Valentia. The electrical indications continue without change since my dispatch of Saturday. DE SANTY.

PETER COOPER, eeq., (for the Directors) New-York: TRINITY BAY, Wednesday, Sept. 29, 1858. There were no signals received from Valentia yesterday. The electrical indications remain the same a

Opening of the Fair at Toronto. TORONTO, C. W., Wednesday, Sept. 29, 1858.

The Provincial Fair was formally opened at noon to-day by Sir Edmund Head, in the Crystal Palace erected for the purpose. The number of entries are larger than for any previous year, and the Exhibition generally is far ahead of previous ones. Lord Napier, who was to officiate at the opening, telegraphed at the last moment, saying it was impossible for him to last moment, saying it was impossible for him to come. The city is full of people; the weather is fine

Horse Fair at Elmira.

The Horse Fair at Elmira.

ELMIRA, Wednesday, Sept. 29, 1858.

The Horse Fair opened here to-day. A trotting match took place on the course for a purse of \$100. Two mile-heats, best two in three, between Belle of Saratoga and Miller's Damsel. The latter won. Time, 5:14.

The Fair will continue unt'l Saturday, when the sale of horses will take place. It is largely attended, and everything is going off finely. About 4,000 people were present to-day. were present to-day.

State Democratic Ratification

Meeting. ALBANY, Wednesday, Sept. 29, 1858. A large and enthusiastic Democratic Ratification Meeting was held here this evening. The speakers were Judge Parker, Lyman Tremain, Conrad Swack-

were Judge Parker, Lyman Tremain, Conrad Swackhamer and others. Resolutions were reported by John
K. Porter, embracing the following:

Resolved. That the administration of James Buchanan has justified, by its wisdom, its patriotism, and its ideality to the principles upon which it was elected, the most sanguine hopes of the
nation. It has put an end to sectionalism and discipated the
plots of the enemies of our Union. It has reanimated the hopes
and reinvigorsted the energies of the Democracy everywhere,
while it has at the same time, by its foreign diplomacy, terminated the unjust pretensions of the British Government, as manifested in the assumption of a right of search, and vindicated our
flag upon the high seas.

Resolved, That we are opposed to the project awhile ago openly
espoused by the leaders of the Republican party, and still half
concealed, to sell the Canals of the State to an irresponsible and
sociless corperation; that we are in favor of the speediest completion of these great works, and of devoting them, by the perpetual guaranty of the State, to the uses of the people, under such
as administration as at the lowest rate of toils shall randically but

etual guaranty of the State, to the uses of the people, under such a administration as at the low-or rate of toils shall gradually but flectually extinguish the dobt upon them.

The resolutions also condemn the Registry law and

Naturalization Extension planks in the Republican

Congressional Nomination. PHILADELPHIA, Wednesday, Sept. 29, 1838.
Dr. D. K. Shoemaker, of Carbon county, is the
People's candidate for Congress in the XIIIth District.

War Declared against Texas by

Tadians.

Washington, Wednesday, Sept. 29, 1858.
Galveston papers of the 21st inst., are received via New-Orleans. They state that the Northern Comanches, Kiowas, and a part of the Apaches, numbering fourteen Indian bands in all, have declared war

bering rourieen indian bands in all, have declared war against Texas.

A German boy, 15 years old, lately in the employ of the San Antonio Post-Office, had been arrested with \$50,000 or \$60,000 in drafts, bank stock, lottery tickets, &c., of which he had robbed letters. It was his lutention to retern to Germany with his plunder.

Col. Forney's Address.

PHILADELPHIA, Wednesday, Sept. 22, 1858.
In to-morrow's Press will appear an address of son the columns of Mr. Forney's, in vindication of the eight columns of Mr. Forneys, in vindication of the principles of Popular Sovereignty, and in reply to the assaults of the Lecompton organs. He intended to deliver the address at a public meeting, but the multiplicity of his duties has rendered it impossible. He commences by reviewing the part he took at Tarrytown, and the causes which induced him to make the speech which he did there.

He then alludes to the statement of The Union, denote the conversation he is represented to have here

ing the conversation he is represented to have had thethe President. He says: "Not only did the con-

ng The Union's assertions that his Perries statement of the cabinet meeting is false. Mr. one wasker and the Cabinet was communicated and of the Goodwood course, there being three rises and escribed by Col. Simeon M. Johnson, one of the editor of the New York Herald upon him, apolying true to the editor of that paper far from complimen.

The day's amusements were wound up by a one-mile bett sweepstakes, carried off jamelly by Mr. Mornille beat sweepstakes, carried off jamelly by Mr. Mornille beat sweepstakes, carried off jamelly by Mr. Mornille beat sweepstakes.

no friends who will visit New-York and pun-ish him as he deserves? His ears should "be taken off in the public streets." Subsequent to the election when be (Forney) had published a can the article about Mr. Bennett, Mr. Buchanan regretted the publication, saying. "I desire that Mr. Bennett "shall support my administration." Mr. Forney then reviews the political condition of the Union, claiming that all the Democratic victories at the North have been anti-Lecounton, and concludes by predicting the condition contribute of the Presidents rule in the lete overthrow of the President's rule in the

Yellow Fever at New-Orleans.

New-Outrass, Wednesday, Sept. 29, 1838. The deaths by yellow fever, in this city, yesterday,

The Court of Appeals.

ALRANY, Wednesday, Sept. 19, 1858.

In the case of the People agt, James Rodgers, the judgment of the Supreme Court is reversed, his conviction affirmed, and the case remitted to the Supreme Court, with directions to have sentence executed.

Mortality at Savannah.

Savannah, Toesday, Sept. 28, 1858.
The deaths in this city for the week ending on Monday were 35, of which 9 were from yellow fever.
The deaths to-day were 8, of which 2 were from the

The Firemen at Albany.

The Firemen at Albany.

Albany, Wednesday, Sept. 22, 1858.

The firemen's parade and trial will be a splendid affair. The city is crowded with companies. Several fire-engines, with companies numbering from 60 to 80 men, are up from New-York. There are in all some 60 or 70 foreign companies in the city, averaging 30 men.
The parade commences at 1 o clock, and the streets
are now blocked up with handsemely-decorated machines, and are gay with red shirts. Dodworth's
Band, with Pacific Engine Company of New-York, at-

tracts great attention.

The parade to-day passed off with brilliant success.
The following New-York companies were in the pro-

cession:
Lexington Engine Company No. 7, with 60 men; Chatham Engine Company No. 15, with 60 men; Union Engine Company No. 18, with 64 men; Eagle Hook and Ladder Company No. 4, with 60 men; Pacific Engine Company No. 23, 71 men; Adriatic Engine Company No. 33, 50 men; Matual Engine Company No. 51, 15 men.
The Adriatic Company No. 31 has a splendid body of men, and, it is thought, will be a hard competitor for the prize to-morrrow.
The following Brooklyn companies also joined in the narade:

parade: Washington Engine Company No. 1, 55 men; Marion Hose Washington Engine Company No. 1, 55 men; Marion Hose

Washington Engine Company No. 1, 55 men; Marion Hose Company, 25 men; Franklin Engine Company No. 3, 75 men; United States Engine Company No. 5, 75 men; Engine Company No. 6 of Detroit has a very fine company and a new engine.

Washington Engine Company No. 5 of Baffalo is also a splendid company, and will prove dangerous in to-morrow's contest.

There are forty-eight foreign companies now in the city, and five to ten more are expected to-night.

Five Lives Lost. ROCK ISLAND, Ill., Wednesday, Sept. 29, 1838.

The steamer Fanny Harrick struck the railroad bridge, near the Island, at 8 o'clock last evening, as it was coming through, and two of the deck hands were lost. Shortly after a raft struck the same place,

Destructive Fire Near Richmond. RICHMOND, Va., Tuesday, Sept. 28, 1858.

McGruder's extensive Flour mill, near this city, was totally destroyed by fire this morning. The loss is estimated at \$25,000, which is insured in this city and in Now Yes. estimated at \$25,000, which is insured in this city and in New-York.

[The above dispatch was placed in the Washington office of the House line on Tuesday forenoon, but owing to the carelessness of the operators at Philadelphia it was not forwarded to us. Rep.]

Railrond Disaster.

Joshua Hosmor, Jr., was instantly killed by falling between the engine and a freight car, last evening, on the Vermont Railroad, near Baldwinville.

Homicide.

CHATEAUGAY, N. Y., Wednesday, Sept. 29.
Wm. Cantwell of Russelltown, C. E., stabbed Mr.
Walker, his brother-in-law, last evening, while abusing
his wife. Walker will die. Cantwell has been ar-

Trial of a Dentist for Rape. MONTREAL, Wednesday, Sept. 29, 1858. The trial of Dr. Webster, dentist, charged with committing a rape on a patient under the influence of chloroform, took place yesterday. A verdict of not guilty on the capital charge, but guilty of an attempt, was rendered. A new trial was moved.

FASHION RACES.

SECOND DAY.

The day was beautiful as Monday, but the course not crowded. The numbers were perhaps about onethird of those gathered on the first day, and the racing proportionately worse. The thinness of the ladies' stand took away much from the animation and brilliancy which on Monday the course wore. For the rest the arrangements were admirable, and the same

About I o'clock the bugle sounded for saddling for the three-year-old aweepstakes-\$300 subscription, with \$300 added, \$100 forfeit. Mr. W. H. Gibbon's b f. Goldleaf, walked over; Mr. Campbell's ch. f., by imp. Glencoe, out of mirth; Messrs. Reber & Rutz' b. c. Pickaway, by Wagner, and Messrs. Doswell's ch. c. Planet, paid forfeit. This race was a blank. At 21 o'clock the horses saddled for the great handicup-\$100 subscription, 75 forfeit, 25 declaration, with a plate added by proprietor valued at \$1,000, and there came to the post:

Mr. Dickenson's b. h. Don Juan, 5 yrs., appropriate weight 114 lbs., handleap 105 lbs. (Glipatrick)... Mr. Doswell's b. h. Slasher, appropriate weight 194 lbs., handleap 105 lbs., classes Mr. Boswell's h. h. Shaner, appropriate of the cap le2 like (Irving).
Mr. Lioyd's b. b. Charley Balls, 7 yrs., appropriate weight 125 libs., nandicap 110 libs. (Webster:
Mr. Kerwin's b. g. M. D. 7 yrs., appropriate weight 111 lbs., handicap 100 lbs. (J. Lefevre).
Mr. Gibbon's ch. h. The Czar, 5 yrs., appropriate weight 114

ir. Otherons c.c. b. The Car, 5 yrs., appropriate weight 114 lbs., handicap 108 lbs. ir. Dickenson s.ch. b. Governor Wicklife, 4 yrs., appropriate weight 104 lbs., handicap 95 lbs (White)

Six only entered the lists; the other eight paid for feit. Nicholas was prevented running, had his owner so desired, by a severe cutting on his hind legs, re ceived from Tar River in the last heat on Monday. Gilpatrick, who rode Tar River, alleges that he could not hold his horse; but, by the strict rules of racing, he should be disqualified from riding, as incompetency to manage his horse is no excuse for injuring another. It is likely this rough cutting from behind will prevent Nicholas from running for the four-mile race on Priday He was standing on tiptoe. At about 21 the horses were very clumsily brought to the post, and it was not until after two false starts they were got fairly off. On the first start Don Juan and Slasher made unward of a quarter of a mile before they were pulled up by their riders. On getting off Gilpstrick out out the runting with Don Juan at a slashing pace, closely followed by Slasher with Charley Balls and M. D., who alternated lead from time to time, some ten lengths behind, and this position was maintained to within some twenty yards of the winning post, whon Webster called on Slasher, who under the influence of a hitter pressure of whip and spur reached Don Juan's flanks opposite the judge's chair. Don Juan won by half a length. Time: 4 361. The Czar and Wickliffe were a bad fifth and

nying the conversation he is represented to have had with the President. He says: "Not only did the conversation take place, but many things that were said were omitted in the Tarrytown speech. Among other things, the President said, 'It you, Walker and Douglas will unite in support of my Kansas policy, the peeper of Kausas will vote for it at the election on the Elst of December. I know that you have the streng side of the question, and that you can carry off the peeple, but I appeal to you can carry off the peeple, but I appeal to you you can carry off the peeple, but I appeal to you policy. Alabama. Georgia and Mississippi will probably second from the Union. A few days after this interview, a friend from Southern New-York visited me (Ferney) at Philadelphia, saying that the President intended to make his Kansas policy a test upon the party, and that no man would be tolerated by the Administration who did not approve and support it. He had been supported in the president intended to make his Kansas policy and support it. He had been controlled to the controlled to the following the first "heast benefit to the following and that the president had desired him to assure me that the President intended to make his Kansas policy at the unit of the proposal transmitted in the president had desired him to assure me the first "heast benefit to the first "heast benefit to the following and that the president had desired him to assure me the first "heast benefit to the following and that the president had desired the first "heast benefit to the first the first the field. From this being the first "heast benefit to the following and the first "heast benefit to the from want of inclination, but of opportunity, or the way to co about it in the absence of a ring. Slasher was the favorite over any other horse at about it in the absence of a ring. Slasher was the favorite over any other horse at about it in the absence of a ring. Slasher was the race for the Goodwood Cup in 1857 (Prioress's year was made in 5 minutes 18 seconds. The differonce in time may be accounted for by the inequality of the Goodwood course, there being three rises and

ary. He next quoted from several articles that had appeared in The Heroid during the Presidential campaign, saying that Mr. Buchanan once said to him with much excitement, "Why am I so traduced and impursued by this infamous knave! Have I to friends who will visit New-York and punish him as he deserves! His ears should in the public streets." Subsequent to the election when he is formerly had published a cau tic article about Mr. Bennett, Mr. Buchanan regretted article about Mr. Bennett, Mr. Buchanan regretted article about Mr. Bennett, Mr. Buchanan regretted whole, the day's sport was far inferior to that of punished a caustic article about Mr. Bennett, Mr. Buchanan regretted whole, the day's sport was far inferior to that of punished. out, giving promise of a brilliant meeting.

BURNING OF THE AUSTRIA.

ARRIVAL OF SOME OF THE SURVIVORS.

DETAILS OF THE CALAMITY. TERRIBLE PERSONAL EXPERIENCES

CAUSE AND PROGRESS OF THE FIRE

INEFFICIENCY OF THE OFFICERS AND CREW. ONE OF THE BOATS NOT HEARD FROM.

SLIGHT HOPE THAT MORE ARE SAVED

Arrival of the Prince Albert.

The steamer Prince Albert arrived from Halifax yesterday morning with ten of the surviving passengers of the Austria on board. Our reporters boarded her at Quarantine, and procured full and authentic particulars of the calamity from the passengers, together with the latest and fullest details of those who were lost, and the names of a large number of persons who were on board, which have not been published before. These personal experiences and incidents are intensely interesting, and will be read with painful at-

PROF. GLAUBENSKLEE'S NARRATIVE.

We met Prof. Glaubensklee yesterday morning board the Prince Albert. He was in excellent health, but from his attire would hardly have been recognized as one of the Professors of the Free Academy. Havng lost all his clothing at the burning of the steamer, he had been obliged to attire himself in such garments as he could obtain. He wore a sailor's cap and blue overshirt, coarse pantaloous, and a pair of shoes a world too wide for his feet. The following is his narrative of the loss of the Austria:

On the 13th of September, Capt. Heydtmann and the physician gave orders to have the vessel fumigated. The fourth officer was charged with the execution of the order. He ordered the boatswain's mate to take a bucket of tar and a piece of hot iron and go into the forward steerage to fumigate it. They heated a piece of chain and dipped it into the tar to make a smoke: but the chain was so hot that it set the tar on fire. At the same time the other end of the chain became too hot to hold, and the boatswain's mate let it fall, thus upsetting the bucket of tar, which, being already on fire, rapidly spread over the deck in all directions. The flames from the tar immediately set fire to the berths and mattresses in the steerage, and spread along the deck with incredible rapidity. In an instant it ran through the gangsways to the hatchways at the entrance of the first and second cabins toward the poop, blazing up through them like a blast furnace, and thus cutting off all retreat for those who were below.

In order to understand why the fire communicated to all parts of the vessel so readily, it should be stated that the day was very pleasant, the wind light, with a smooth sea, and in order to furnigate the vessel more thoroughly, all of the port-holes, state-rooms, and deors in the bulkheads were opened to allow of a free circulation of air and a thorough ventilation. In less than five minutes the upper deck amidships was on fire. Mr. Glaubenskier was in his state-room when the cry of "fire" arose. He hurriedly thrust his feet into his boots and ran out of his state-room to go on deck, when he saw ascending, in the vicinity of the funnel, bright flames. Going on deck, he saw the passengers crowding toward the bests, and went to remonstrate bright tagnes. Going on section of the crowding toward the boats, and went to remonstrate with them, as many of them were personally known to him. He found, however, that they were deaf to the voice of reason, and continued to crowd to the boats. He at once resolved that, come what might, he would not trust himself in any boat, as it was evident that it would be more unsafe than to remain by the ship. Turning around for the purpose of going back to the quarter-deck, he found it impossible to do so, the deck being on fire amidships. This could not have been more than five or ten minutes after the first cry of fire; but on such occasions lifetimes are crowded into minutes. The whole vessel amidships seemed to be in a blaze, and all communication between the fore and after parts of the ship was cut off.

When to five according to them, reserving to their own use only that which they had on. The people saved in the life-boat were wet and chilled through this boat having been upset several times; these was absolurnished with suitable clothing.

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Most of the rescued people were nearly naked; some of them quite so. Capt. Renaud had distributed and the clothing they hak to them, reserving to the own use only that which they had on. The people saved in the life-boat were wet and chilled through this boat having been upset several times; these was absolurnished with suitable clothing.

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was then standing bareheaded near the second boat on the port side; he was endeavoring to get out the people who had crowded into the boat, in order to lower it. Immediately after the Professor saw Mr. Mergenstein, the First Engineer, rush up on deck, bareheaded, to see what was the matter. He was heard to cry out through the engine hatch to his assistants to stop the engine and set the steam-pumps to work; at the same time he turned around for the purpose of going down stairs himself. Nothing was seen of him subsequent to this, but the Professor believes that he did not succeed in getting down on account of the flames. A fellow passenner told him afterward that he saw the Engineer, with his clothes on fire, either fail or throw himself overboard at about the same time.

The Captain was drowned in the attempt to lower the boat, before mentioned, into the water. The engine was not stopped, and the pumps were not set to work, because, as the Professor believes, the Engineer on duty—the engine room heing three decks below—did not hear Morgenstein's commands, and may have been killed or more than the commands. been killed or smothered previously, as the fire was raging over their heads. None of the engineers or firemen on duty were known to be saved.

firemen on duty were known to be saved.

Some of the passengers who jumped overboard and saved themselves by swimming and floating on pieces of timber, told the Professor that when they were in the water they saw agonizing human faces protruding from the lower tier of port-holes, close to the water, as though they were trying to force their way out, while the bright flames were shining behind them. These were probably the firemen and engineers, surrounded by a living wall of fire. When the Austria left South. by a fiving wall of fire. When the Austria left South-ampton she drew only 16 feet of water, and at the time of this catastrophe probably a foot less, so that she

of this catastrophe probably a footiess, so that she was 20 feet out of water.

After the Professor found it impossible to return to the quarter deck, he turned toward the forecastle, when he was called upon by a sailor to assist in cutting down the jibs. In compliance, he climbed up a rope and cut away its fastenings. The jib was out down for the double purpose of preventing them from catching fire and also in order that they might be saturated with water and used to check the progress of the five in the forward part of the ship. The neonle saturated with water and used to check the progress of the fire in the forward part of the ship. The people on deck, however, did not understand the orders, and threw the sail overboard without first making it fast to a rope, and so it was lost. Thereupon the Professor went in search of semething out of which to construct a rait. The mate, several of the crew, and especially the master's mate, did the same. But they could find no wood left, and the forward part of the ship was of iron. The share years and hatch was done, and covers had. wood left, and the forward part of the ship was of iron. The spare spars and hatchway doors and covers had been already thrown overboard to sustain other persons. The Professor then inquired of the master's mate if there were no pumps forward, which could be set to work; but he replied that there were none. Prof. Glaubensklee then, as a last resort, stopped over the starboard bulwaris upon the plank sheer—a ledge some eighteen inches wide—and looked out for the two vessels which they had discerned in the distance. The one which was closest secured to approach very rapidly. At this time the steamer was still moving on in its course, westward, towards her. The one who approach, and the professor thinks og on in its course, westward, lowards her. The ther vessel did not approach, and the professor thinks er people did not see the steamer, as when he saw er, only the top of her masts were visible above the serizon. But Capt. Renaud of the bark Maurice, herizon. But Capt. Remand of the bark Maurice, who at that time was close enough to see her mainsalls and even her hall itself, subsequently stated that he had signalled her but without success, as she did not answer the signal, but kept on her way. Remand was furious at their apparent influmanity, more especially as he thought it might have been a French vessel; About three-quarters of an hour after the fire broke

out, the foremast and shortly after the mainmast fell over the sterbeard side. The mizzenmast stood for

water means a clear in the magazine was willing to pounds.

As soon as the vessel had comprehed falling of before the wind the position of those on the forecastle became dangerovs. All those forward had been previously secure, as the heat and dames we driven to the stern. But when the ship coased to bead to windward, the flames and smoke came forward, and these who had taken refuge on the forecastle were compelled to go over the hows, and take refuge on the howsprit, and in the forechains. On one of these chains Prof. Glaubenskles crept out as has possible, followed by a crowd of other persons, and held on by the double-headed eagle, which formed the ship's figure head. The bowsprit, martingake, and every part of the fore-rigging below the bulwark were then filled with people, whose naturally dangerous position became every thinute more perilous, as sinck and firey fragments blew over them. The clathes of these people were constantly igning from these fiery flakes, and it required all their admitted to prevent them from blazing up and couring them. Fortunately the forward part of the vessel was almost entirely of iron, or they would inevitably have been driven from their refuge into the sea. Almost those on the chains with the Professor and near him, we have them.

on the chains with the Professor and near him was
Mr. Palicrusca, the Surgeon of the ship, a saile, and
a waiter named Henry. These assisted each other in
extinguishing the fire which was constantly catching
in their clothes.

The Professor saw that he might at any moment to
called to jump into the water, so he divested himself
of his boots, shirt, and everything cles that might he
pede him in swimming, keeping nothing on but his
trowsers, which he out off some distance above the
knees. Thus they remained for several hours watch
ing the coming ship, all the time spectators of suffering and death in every form. Some of their companiors were shockingly burned, and others becoming exhausted drepped off one by one into the sea, sank to
rise no more.

ions were shockingly burned, and others becoming oxhausted dropped off one by one into the sea, sank to rise no more.

The approach of the vessel, which afterward proved to be the Maurice, now became very slow, as he cangine of the steamship ecased to move and the light wind had died away and the burning vessel therefore lay becalmed and mottonless. Numerous ropes had been fastened to the rading, the bowspir, the chains and other parts of the vessel. The people were cinging to these preparatory to lowering the maelweste the water as soon as succer should arrive.

When the ship lost her steerage way and headed to the north-cast, the hindmost people on the forward part of the ship were exposed to the fire, and then it was a continuation of shricks and cries most heart-rending. When their sufferings became intolerable they let themselves down or threw themselves into the sea, and, after a few struggles, were drowned. Most of the women who threw themselves into the water were, for a few minutes, supported by their garments, but they did not long survive.

As the wind died away, and the French bark remained notionless, the hope which had heretofore animated the unfortunate survivors, died away with it. The other vessel had disappeared in the distance. Another rad, however, soon showed itself above the horizon, prebably the Norwegian bark which was seen craising around the wreek next morning. When the bark Maurice had got within three-quarters of a mile of the steamer, it fell caim and Capt. Renaud brough his vessel to and lowered his boats. It was then had past five o'clock, three hours after the fire originated. What a terrible tragedy had been enacted during the brief period! Of nearly 600 people not more than one-tenth survived.

When the first boat from the bark approached the

brief period! Of nearly 600 people not more than one-tenth survived.

When the first boat from the bark approached the wreck the poor creatures shouted, laughed hysterically and shed tears of joy for their deliverance. Prof. Glaubenskiee, as the boat neared him, sprang into the water and swam into her. He acceeded in reaching her, and proved to be the first person taken from the water. Four or five persons more were picked up, and then they hurried with their freight back to the brig. About midway between the steamship and the brig they encountered what they supposed was a corpse floating in the water face upperment. The mate of the bark insisted on picking it up, when it proved to be the body of Theodore Eisfeld, who was restored to life soon after their arrival on the brig although twenty-four hours later he had not quite recovered his causeiousness.

although twenty-four hours later he had not quie recovered his causeiousness.

When the rescued people reached the Mawrice, they
were kindly received by Capt. Remaud and his mes,
who set about providing them with clothes, and binding
up their wounds. Two boats were kept pying between the brig and the steamer until nightfall. At
that time probably from ten to twenty persons wehanging to the howaprit of the steamer and the ropet
auspended from it. Capt. Renaud was afraid to risk
the lives of his men in an open boat, after dark, so
the good wook was suspended. Soon after sunset one
of the life-boats of the steamer, containing the first
officers, and about twelve others, among them MrSmith of Chelsea, Mass. And some Swedish salors.

27: Brew and a German named Kohn, were take
from the fragments of another boat.

Most of the rescued people were nearly naked;
some of them quite so. Capt. Renaud had distribute
all the clothing they hak to them, reserving to their
own use only that which they had on. The people
anyed in the life-boat were wet and chilled through,
this boat having been upast several times; these was
also furnished with suitable clothing.

the men were also terribly scorched.

About 4] o'clock next morning a breeze sprang me from the north, when the bark's sails were set, and she was headed once more for the burning steamer. At daybreak they saw a Norwegian bark near the Austria, and one of her beats passing around the steamer. The Maurice did not pass the bark within hailing distance, but they hailed the host without, however, receiving an answer, as she had no speaking trumpet. As it was apparent even to the saked eye, that there were no more people on the wreck nor foots that trumpet. As it was apparent even to the asked eye, that there were no more people on the wreck nor floating around it, and, if there had been, that the Norwegian's boat had picked them up, Capt. Renaud availed himself of the favorable breeze at a proceeded on his course. He was bound from Newfoundland to the Mauritius, and had about four month provisions on board for a crew of ten or twelve persons. But so these would not last very long for the sixty-eight jast added to his ship's company, he concluded to bear spor Fayal. Subsequently they fell in with the bark Lotus, who took off Prof. Glaubenslee and elevatoriers, and took them into Halifax, whence the captain others, and took them into Halifax, whence the captain of the Prince Albert tendered them passage to New-

STATEMENT OF MR. ALFRED VEZIN.

Mr. Alfred Vezin of Philadelphia was among the passengers rescued by the French bark Maurice. He is a young gentleman of intelligence, and having been one of the last passengers to leave the after part of the burning vessel, and his recollection of many interesting incidents connected with the calamity being distinct and vivid, his statement is one of rare interest. His mother and two sisters-the latter respectively 9 and 17 years of age-accompanied him, and were among At 20 clock in the afternoon, Mr. Vezin was engaged

in conversation in the after part of the steamer, a woman came aft from the steerage, and said they were fumigating the steerage. Thinking her to be in jest, he laughed at her, and though he saw smoke will from the bows, he thought it was smoke blown down from the funnel. A moment after, large numbers persons rushed aft, among whom were many women and children. The movement was accompanied by loud cries of "fire." Soon the whole vessel above deck was alive with excitement. A moment's observation discovered the smoke escaping in large volumes from the forward hatchways, and this increased the fearful apprehension of immediate danger. The finance began to creep above the deck, and some caught whatever whoch work was near. The vassel whended to the wind, and though the breeze was lightly the smoke and heat were turned aft, and large ambers of passengers were driven toward the quarter-deck mr. Vezin's sisters were on deck, but his mother want. He hurried toward the cabin in search of her, but was driven back by the smoke and fire. If, Brew took a chair and dashed in the cabin skylight, when Vezin saw his mother down there with the sterardess. He shouted for her to come on deck through the wheel-house, and she did so. She was weeping, but very calm and firm, holding her daughters by the hand. The man at the wheel was asked to alter the direction of the slip, so that the flames and snoke might be blown over the side. No heed, however, was paid to the request, as there were no officers visible to enforce it; the heat because more and more useful receiving upon the little poop deck over the wheels deck was alive with excitement. A moment's oberendurable, and the passengers were swept still further aft, crowding upon the little peopleck over the which house, from which they were compelled by the financial they do to be sea. In the midst of his furful sees they was set they were compelled by the financial sees.